



APPENDICES MINUTES

Hui Kaunihera | Council Meeting

Thursday, 20 July 2023

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Kapiti Coast District Council – Council Meeting 20 July 2023**Agenda Item 10.2 – Cycleways Walkways and Bridleways Advisory Group
Terms of Reference**

I have provided notice of these two issues to the CWB Chair who will respond under Item 10.2.

1. Engagement with Advocate Groups.

When Bruce first presented today's item last month to the Environment Committee Cr Koh asked a very perceptive question about whether the CWB Group is able to separate itself from providing advice on council business in order to perform an advocacy role?

My group Kapiti Cycling Action is the advocacy group that represents the interests of all cyclists on the Kapiti Coast. About six years ago our members conducted a campaign to get NZTA to change its mind about the PP20 project. Without the intervention of advocates you wouldn't have Coast 35 and the link to Otaki that this council is now celebrating. Our group does not have a formal relationship with the CWB group, and we have struggled sometimes to follow what the CWB group is up to. The current TOR doesn't provide for communication with advocacy groups, and we think it should. There should be a direct conduit that allows advocate groups to raise issues and to receive a debrief.

We therefore suggest that **the TOR should be amended to include a Comms Plan** that requires the CWB group to **engage with advocates** and publicise its work programme.

2. Addressing Road Safety.

CWB is regarded by council as highly effective, but it's work has traditionally been focussed on recreational users using our tracks and trails. I'm pleased that this appears to be changing. The Group should be able to address the road safety issues that utility and commuter cyclists and walkers face when using the road network (e.g. intersection design, road signs and markings, cycle lanes, parking, scooters on footpaths etc) that were previously covered by the now defunct Road Safety Advisory Group. To do this the TOR would need tweaking to include references like "contribute to councils road safety plan" etc and add some members that represent wheelchair and mobility scooter users. It could then **take over much of the function of the previous Road Safety Group.**

I ask that the Group considers these two matters as it refines the TOR.

Lynn Sleath
Kapiti Cycling Action
19 July 2023.



Cycleways, Walkways, Bridleways Advisory Group

Who are we?

A Council-mandated Advisory Group, with members representing the key active travel user groups within the Kāpiti District:

Cyclists –on-road, recreational, off-road ⊙ Walkers, joggers, hikers ⊙ Equestrians
Older persons ⊙ People with disabilities (Accessibility) ⊙ Recreational Open Spaces
Iwi ⊙ Youth ⊙ “Small wheels” ⊙ Environmental Care Groups

- Two elected Councillors
- Council Officers representing Parks, Open Space and Environment, Access and Transport

Each user group nominates representatives (primary and deputy) which are confirmed at the first meeting of each triennium.

Council provides facilities and administrative support.



Our diversity means we represent a broad range of voices in terms of age, ability, interests and our home communities. Each sector, each town and village –from Paekakariki in the south to Ōtaki in the north- has its own culture, flavour and needs as regards moving around and enjoying our environment.

User Groups

- School children walking, riding and rolling to and from school
- Commuters
- Shoppers
- Recreational users
- Visitors to our district



Our objectives (from our Terms of Reference):

1. Proactively identify opportunities, issues and advise on cycling, walking, and equestrian matters on the Kāpiti Coast in general
2. Advise on priorities for implementing the Cycleway, Walkway and Bridleway (CWB) Strategy, Network Plan and Activity Management Plan in the Kāpiti Coast District
3. Facilitate communication between the Council and the community on cycling, walking, and equestrian matters on the Kāpiti Coast, and
4. Make recommendations to the Group Manager Place and Space, Group Manager Infrastructure Services and to Council on new opportunities and CWB matters.

This triennium we've undertaken a major review to reflect the changes we're all undergoing as a result of climate change and the need to reduce emissions, and especially the recognition that we can integrate these with the opportunities we have, to further develop our environment as a beautiful, exciting place to explore.

Toitū te whenua, toitū te wai, toitū te tāngata – toitū Kāpiti: the lifestyle choice

Key Council Strategies

- [Open Space Strategy 2022](#) -this is our core reference as we sit in the Parks and Reserves space
- [Sustainable Transport Strategy 2022](#)
- [Destination Management Plan 2021](#)

Relationships with GWRC, DoC, NZTA Waka Kotahi, who are owners and/or Controlling Authorities of many of the paths, trails and locations in the Kāpiti rohe.

Much of our work is also informed by material published by NZTA Waka Kotahi within their [walking and cycling resources](#) (in our case making provision for the equestrian sector -we're rather unique in this sense); [Streets for People](#) ; and concepts such as [15-minute neighbourhoods](#) .

From these (In no particular order):

- **Review resilience of the existing network, esp. streamside routes (Ōtaki and Waikanae Rivers, Wharemauku Stream)**
- **Develop safe on-road sectors between existing off-road paths (a route is only as safe as its least-safe sector, so less-confident travelers will avoid it)**
- **Continue to develop child-safe routes to all schools**
- **Greatly extend the provision of cycle racks throughout the district so that riders can safely lock their bikes up while visiting attractions and venues**
- **Place more seating along paths for people to sit, rest and contemplate**
- **Continue to find and develop walking and riding opportunities throughout the district to enhance visitor experience –to and through the hills, down to the beaches and in between.**

Where can you find our trails?

<https://www.kapiticoastnz.com/explore/>

<https://www.wellingtonregionaltrails.com/trails>

[via the District Council website](#)

bridleways, cycleways, walkways page



At this point in our development, we are pivoting from our original focus on the Stride 'n Ride network (i.e. a primarily recreation focus), to making a contribution to providing a district-wide, safe, emissions-free alternative to reliance on private motor vehicles for all ages and abilities...

Travel to and from school



Travel to and from transport hubs



Travel to meet friends



Travel to events



Travel to local attractions



Travel for recreation



Travel for recreation: the journey is the destination

- Trails provide opportunities for people to be in and connect with nature.
- Trail recreation is affordable for most people because it does not require much special skill or equipment.
- Trails are linear parks. Destination trails are a type of destination park – providing a recreational experience for the wider district and region.



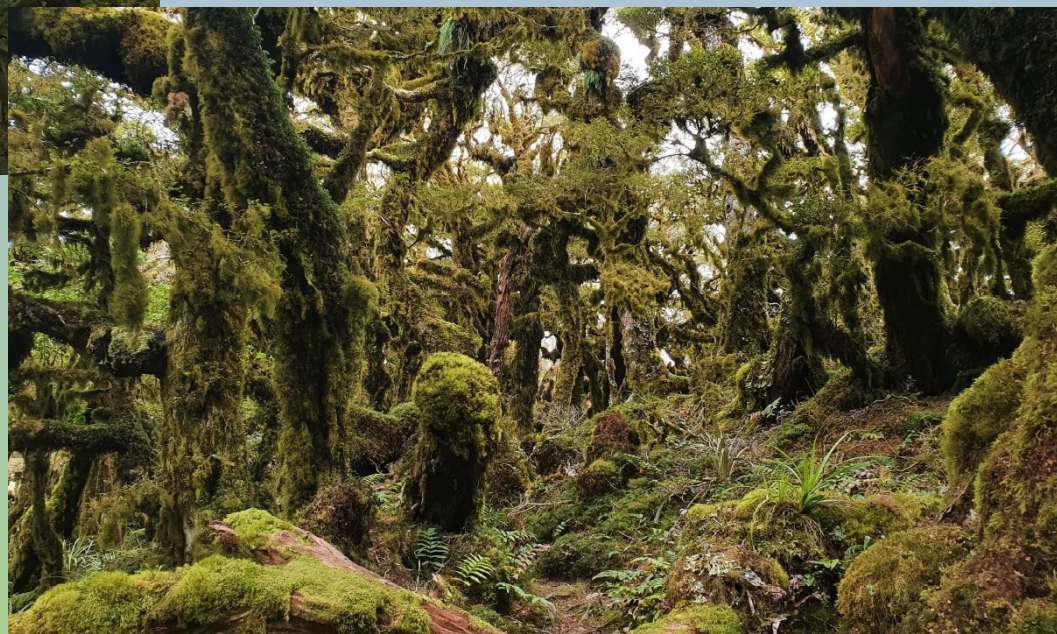
A feast of natural attractions from maunga to motu





Dense native bush
ridges and valleys

Subtropical enchanted
“goblin” forests



Ancient trees



Old forestry tram lines and benched logging tracks



Coastal bush and trails



Tidal estuaries





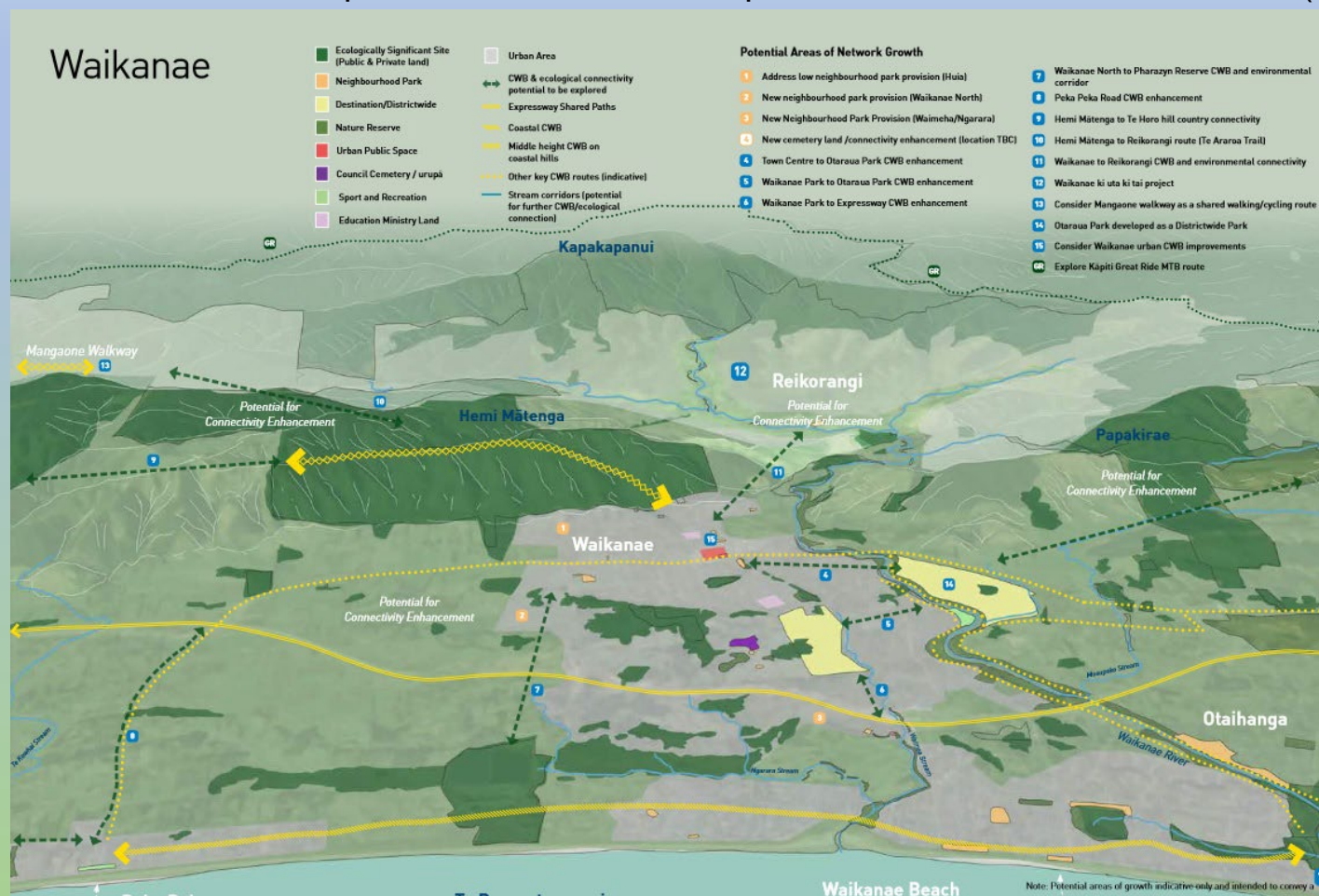
...to contemplative

From adventurous...



From the Open Spaces Strategy:

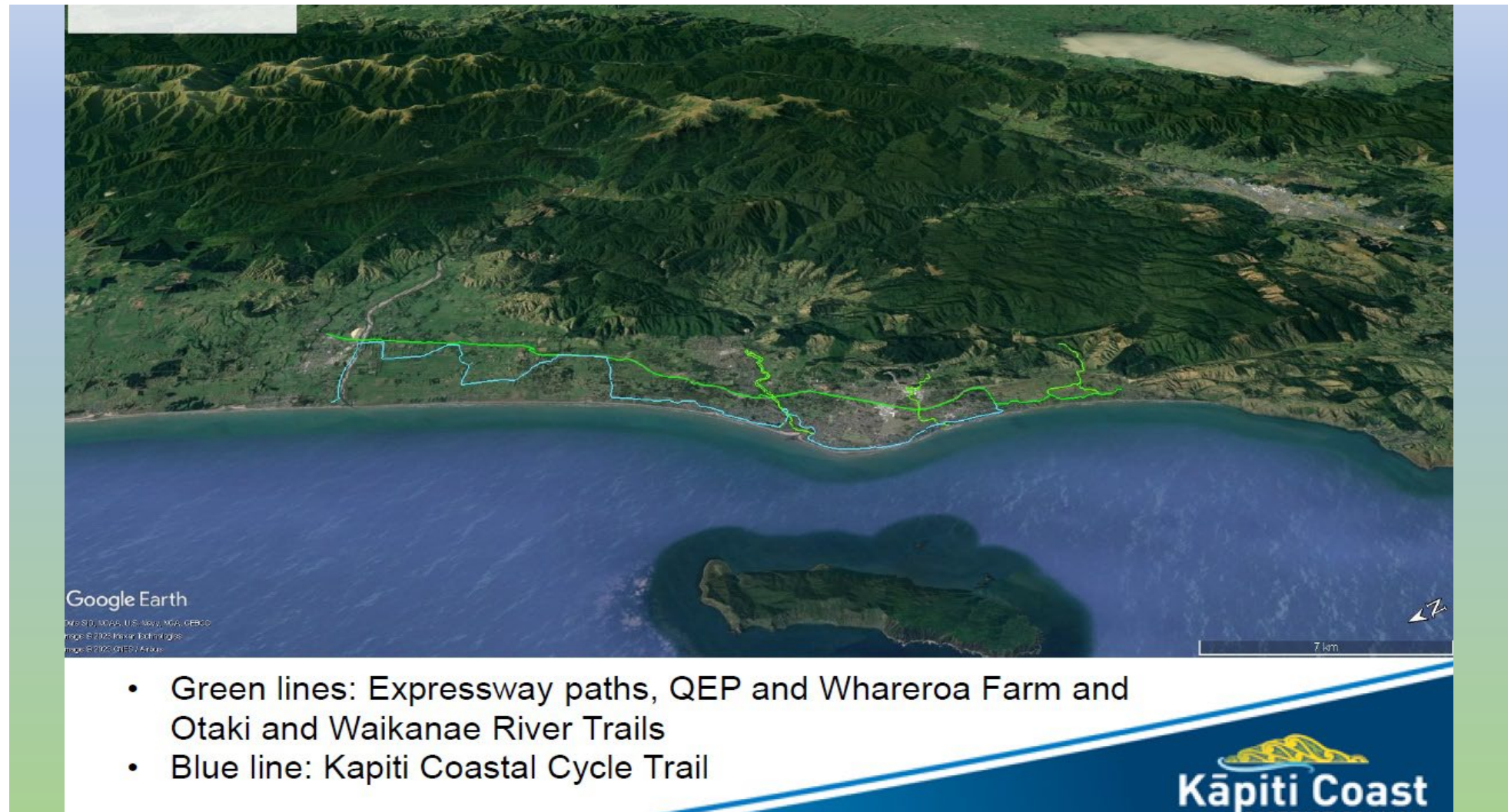
These views have been developed for Paekakariki, Paraparaumu, Waikanae, Ōtaki sectors (Pp73-81)



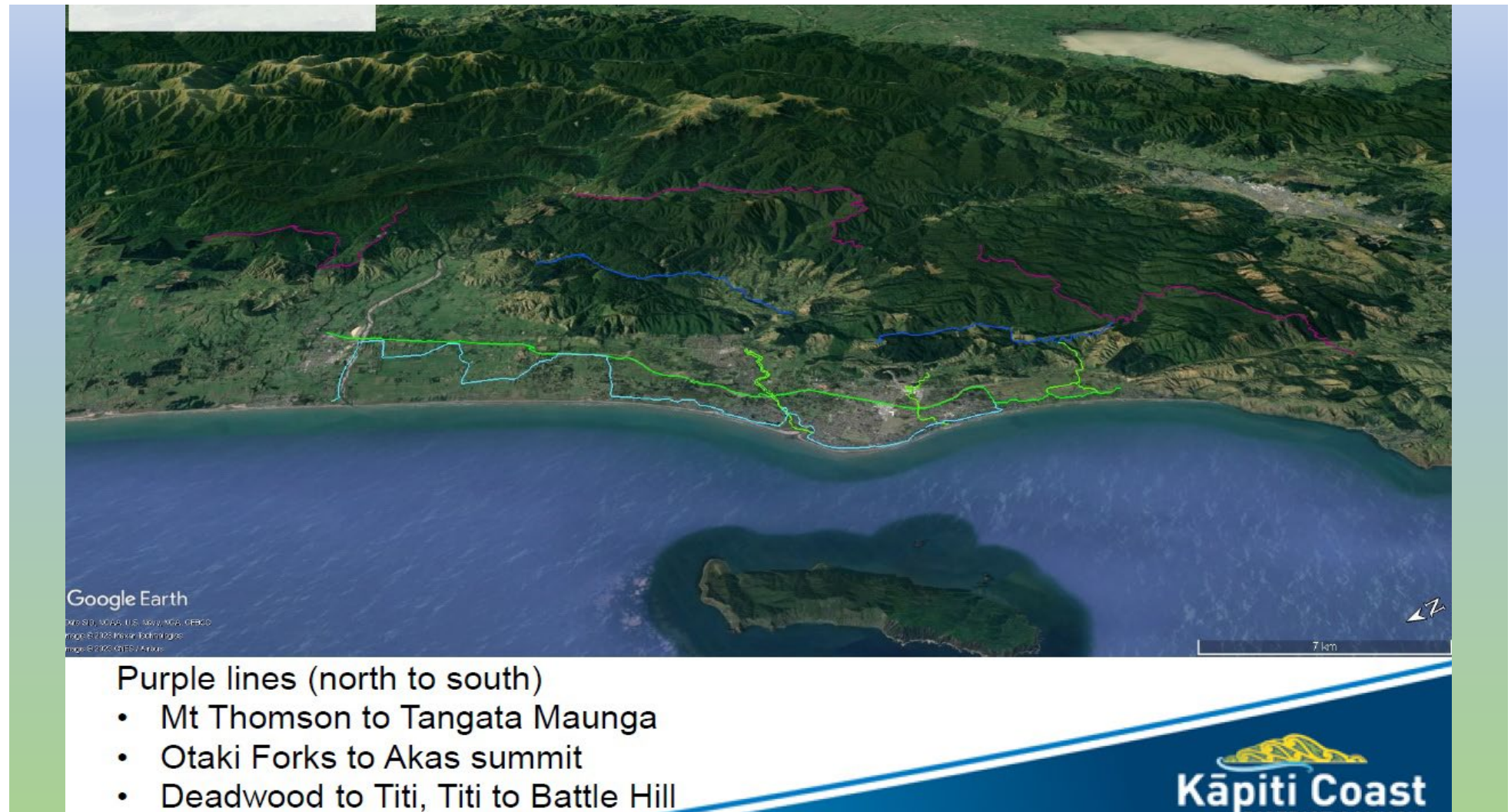


Bordered by Tararua and Akatarawa Forests to the east
and the Tasman Sea to the west
- mountains to sea trails


Kāpiti Coast









Yellow lines = local roads
Provides connectivity for sections and services
There may be opportunities to build off-road
alternatives to these in future.

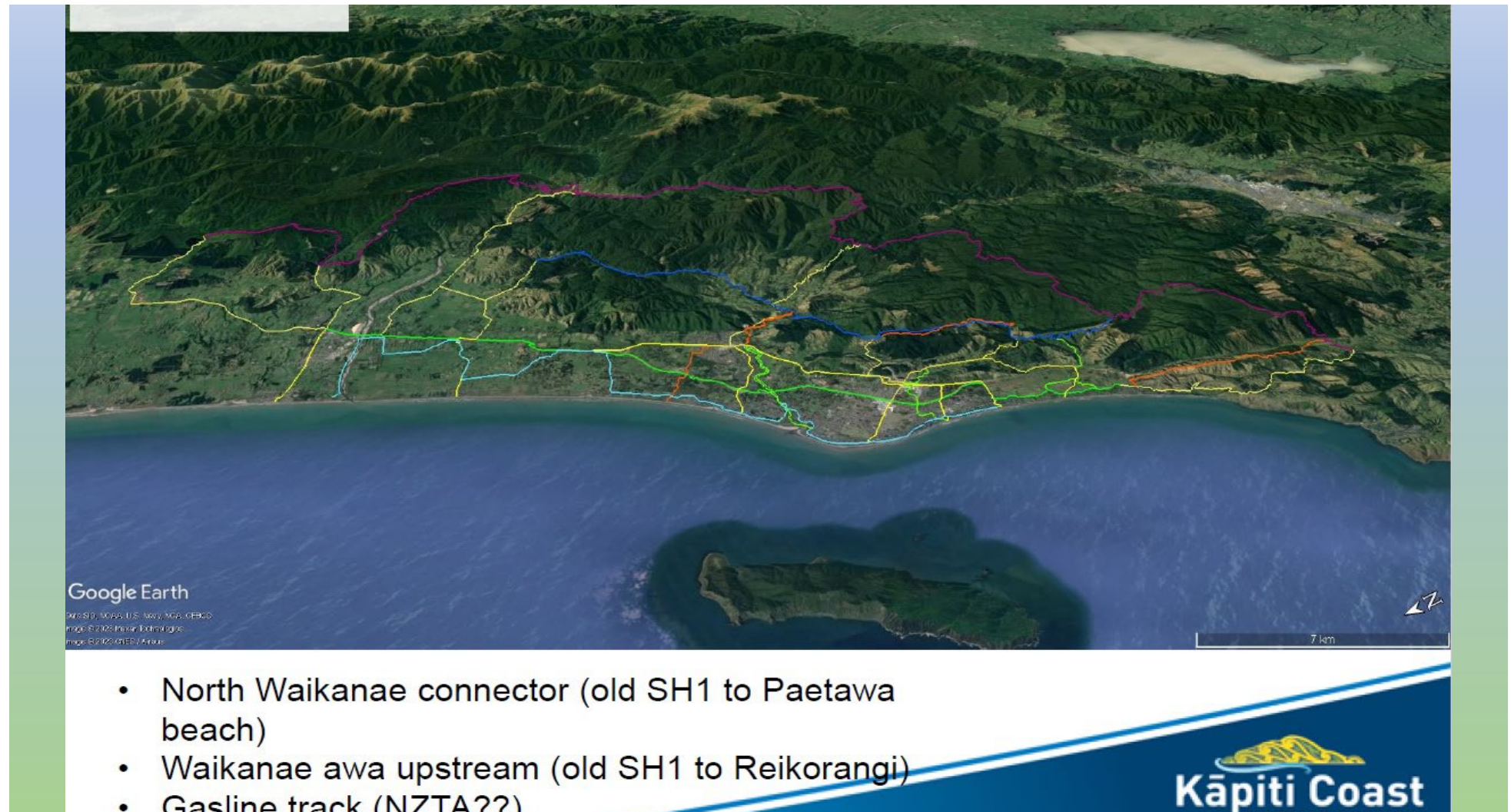


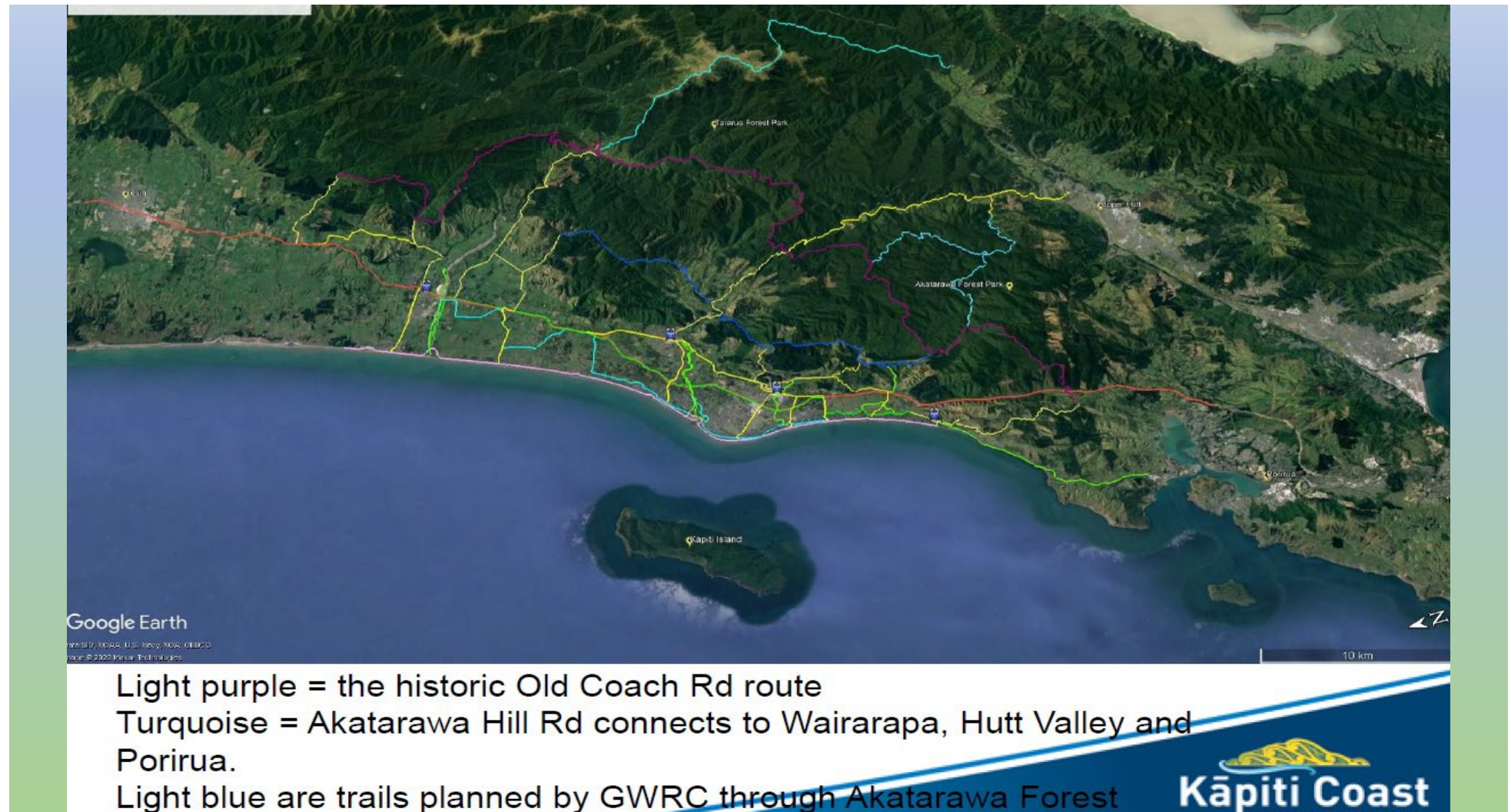
Orange lines = new sections (north to south)

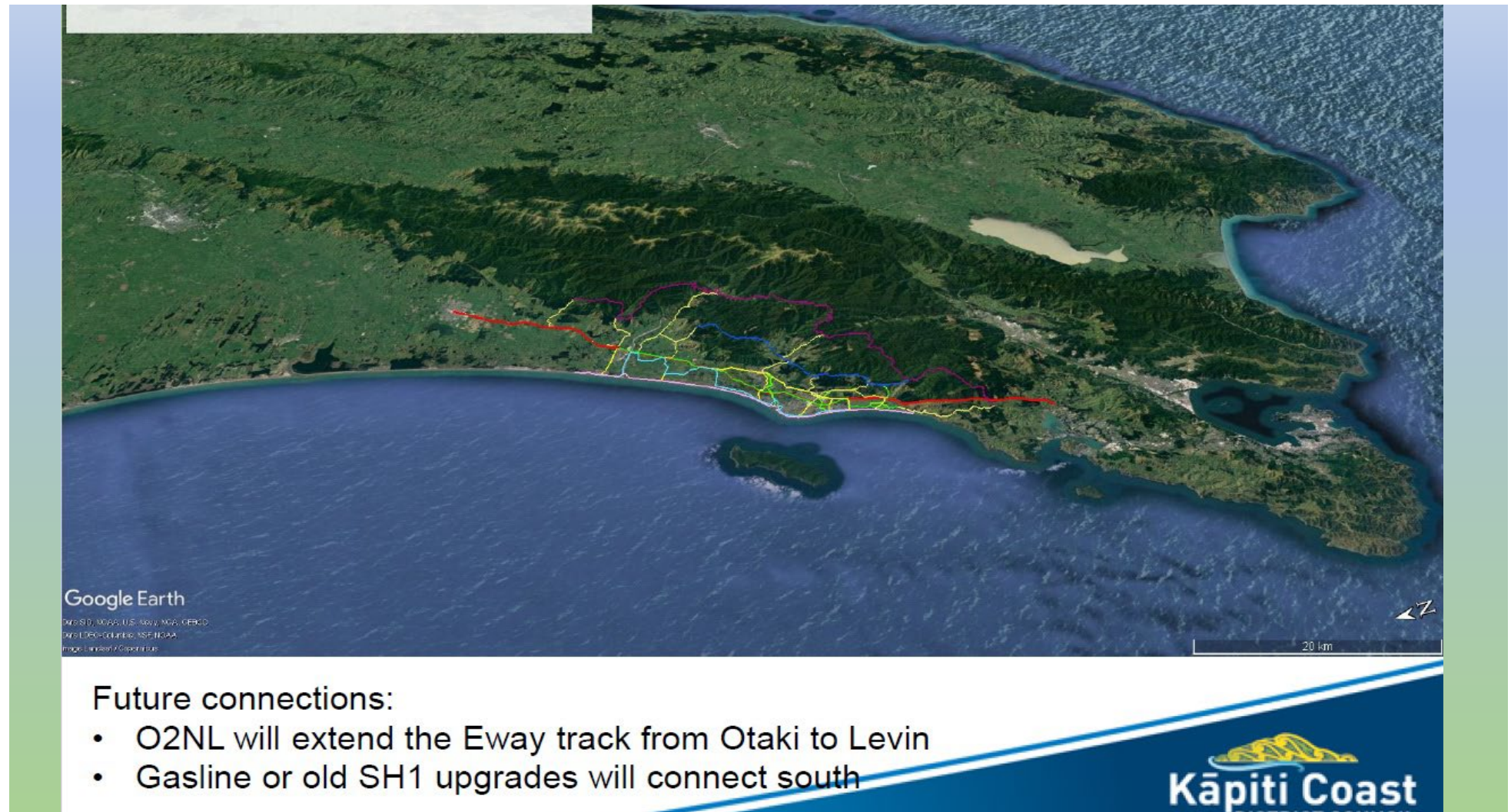
- Tangata Maunga to Otaki Forks
- Reikorangi to Nikau Valley
- Akatarawa summit to Deadwood


Kāpiti Coast









The Tourism Research Consultants “sweet spot” for successful trails:

- Outstanding natural features –views and variety of terrain from mountains to sea, sub-alpine and rain forest to coastal dunes and estuaries
- Less than 1 hour from an international airport and connected by public transport
- Connects people with the whenua and history through story-telling
- 3-4 days with 4-5 hours walking/riding per day
- Multi-skill level –from grade 1 (easiest) to grade 4 (advanced)
- All budget levels able to be catered for, from pack & hut to baggage transfers and luxury accommodation
- Scale-able –can be built in stages



Opportunities for tourism (1)

- Drop off, pick up and baggage transfer –new business start-ups required
- Guiding and itinerary booking -new business start-ups required
- Accommodation –on-trail / off-trail –you’re never far from a warm bed; opportunity for huts/lodges near road connections
- F&B –you’re never far from a cold beer, a good dinner and a packed lunch
- Bike hire, equine tours, guided walks
- Multiple opportunities for regenerative tourism and partnerships, e.g. Project kākā, predator control



Opportunities for tourism (2)

- Connects to other attractions, e.g. Kapiti motu, Nga Manu, retail and other events
- Significant potential for events due to the road connections (accommodation not limited to on-trail) e.g. cross-country running, off-road marathon, cross-country mountain bike events, equestrian trekking, walking festivals etc
- Connects to the Remutaka Cycle trail via the Akatarawa Hill Rd
- Provides an alternative route for Te Araroa Trail (adds resilience)
- Connects to Hutt Valley & Porirua (Battle Hill) via the Akatarawa Forest –new track from Paekakariki to Hutt Valley under development
- Will connect to Levin via O2NL making the West Coast route attractive to international bike packers



Thankyou

We're happy to answer questions

